

# GREAT BATTLE ON GERMAN THIRD LINE; BRITISH TIDE STEMMED, SAYS BERLIN

## 10-STORY LEAP AT BILTMORE KILLS MOTOR OFFICIAL; HAD JUST MADE \$6,000,000 DEAL

Paul Smith Commits Suicide by Jumping From Window of Hotel.

HIS COLLAPSE SUDDEN.

Believed to Have Been Worn Out by Work on New York Agency Change.

Paul Smith, thirty-one years old, one of the most noted men in the automobile business in this country, leaped from the window of his room on the tenth floor of the Biltmore Hotel to-day at about 10 o'clock and was dashed to death on the sidewalk on the Forty-fourth Street side of the hotel.

His death is attributed by his physician and friends to a complete nervous and mental collapse following his successful completion of a deal substituting an agency for the branch office of the Chalmers Motor Company in this city. It involved the sale by contract by Mr. Smith to the C. T. Silver agency of \$6,000,000 worth of automobiles after Mr. Silver had been persuaded to undertake the agency.

While Mr. Smith's body was still lying on the Forty-fourth Street sidewalk a telegram from Hugh Chalmers was delivered at his room thanking and congratulating him for the work on the big deal which had converted an annoying problem into a victory for both the manufacturer and the purchaser of the agency.

Mr. Smith had been for two years the Vice President and general sales manager of the Chalmers Motor Company. It was his capacity for big business on just such a scale as this last big transaction which caused Mr. Chalmers to draft him. Mr. Smith had risen rapidly through the busy development of the automobile business of the last few years.

Two years ago he was a young physician beginning practice in Columbus, O. He had been a cowpuncher on the plains and a baseball player. He found a physician's life "robbed him of all his independence" and went to Detroit and began over again as a day laborer in an automobile factory.

Within a few months he was Columbus agent for the Goodyear Tire and Rubber Company. His competitors explained jokingly that when Paul Smith could find no more automobiles to whom tires could be sold, he turned to river captains who bought them for life preservers.

Flanders, the automobile engineer, who had known the young man in Detroit, took him up while he was New York sales manager for the Goodyear Company and made him sales manager for the E. M. F. Company. He was manager of sales for the Studebaker, Losier and a large owner of the Metzger Company before Chalmers reached for him.

When Mr. Chalmers complained a month ago that the New York branch business was a disadvantage to both manufacturer and customer because of its division of purposes and interests Mr. Smith volunteered to straighten out the situation.

In the last thirty days he spent twenty-three nights in sleeping cars smoothing out the multiplied complications. He worked so thor-



PAUL SMITH

## ORPET FAVORED BY JUDGE IN HIS CHARGE TO JURY

Nothing Short of Convincing Proof Will Justify a Conviction, He Declares.

COURT ROOM, WAUKEGAN, ILL., July 15.—As the jury trying Will Orpet for Marian Lambert's murder retired to-day to consider its verdict it carried into the jury room instructions from the Court which attorneys for the defense believed precluded any verdict other than acquittal.

"Nothing short of proof so clear and convincing as to exclude any reasonable hypothesis of innocence will satisfy a conviction, and without such proof the jury must find him not guilty," Judge Charles H. Donnelly declared. "A mere possibility is not sufficient."

The Court, however, added that the jury must consider the evidence as a whole and that if they firmly believed, despite contradictory evidence, that Orpet gave Marian cyanide of potassium, whether he or she brought it to Helm's Woods, they should find him guilty of murder.

"But if you believe that the evidence has shown Marian had the same opportunity of taking the poison herself that Orpet had of giving it to her, your verdict should be not guilty."

Judge Donnelly's instructions came after a dramatic closing plea for conviction by Special Prosecutor David R. Joslyn.

There are four forms of verdict possible: Not guilty; guilty with death penalty; guilty with life imprisonment and guilty with an indeterminate prison sentence.

## HALF TOWN HUNTS SHARKS AS REST BURIES VICTIMS

Business at Matawan Suspended and Population Divides Into Two Forces.

EXPERTS JOIN PATROL.

Mouth of Stream to Be Blockaded with Heavy Steel Grating.

(Special from Staff Correspondent of The Evening World.)

MATAWAN, N. J., July 15.—The funerals of the two shark victims were held this afternoon and all Matawan went into mourning. All business was suspended and the population divided into two forces—one to search for the man eaters in Matawan Creek and the other to follow the hearses of Lester Stillwell and Stanley Fisher to the grave.

Never in its history has the little town of Matawan been so saddened, and the male members of the population have vowed to devote their entire time to running down the shark that killed the two boys. The funeral of Stillwell was held at 2 o'clock and that of Fisher at 4. The bearers of Lester's casket were school chums, several of whom were swimming with him at the time of the tragedy last Wednesday. Among them was Albert O'Hara who was struck by the shark's tail as it grabbed Stillwell.

Determined men are scouring Matawan Creek this afternoon under the leadership of Norman Tice of The Evening World's shark hunting expedition. The three West brothers from Galilee are working down the stream with the tide. They have out up pieces of fresh fish and scattered them over the water. They are working down toward Keyport and are confident of landing a shark by nightfall.

In anticipation of the capture of a shark several speculators have made their appearance in town. One of them has an auto truck equipped with a tank and says he will bid into the thousands for a live man-eater.

The Evening World's Shark Hunting Expedition early to-day sighted three sharks in the upper part of the creek. One was about twelve feet long, while two small ones trailed.

This find by The Evening World force increased the vigilance of the citizens who are patrolling the beach. As soon as Acting Mayor Henderson became acquainted with to-day's situation he stated that a heavy steel grating would be erected at the mouth of the creek near Keyport. Until this is constructed a large barge will be placed crosswise in the lower end of the creek to prevent the sharks from going into the bay.

Scott Tice, an experienced shark hunter in Southern waters, is keeping a constant patrol off the mouth of the creek. He has a large power dory and carries a harpoon. In his boyhood days Scott sailed on a whaler and the harpoon to him is an ideal shark weapon.

Perth Amboy bathers received a shock yesterday when a ten-foot shark was sighted just outside the bathing nets. Keansburg is somewhat protected by shallow water, but at the buoy, off shore a bit, several sharks have been seen by fishermen. The bathing beaches will all be equipped with protecting nets by to-morrow.

At the Highlands nets are now being stretched for the protection of swimmers. The enterprise of The Evening World in organizing a shark hunting party has stimulated the forming of

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## HAGEN WINS "MET" GOLF TITLE BY ONE STROKE, MAKING 74

James M. Barnes Second, and Young Hoffer Finishes in Third Place.

By William Abbott.

GARDEN CITY GOLF CLUB, L. I., July 15.—Walter Hagen of Rochester, national open champion in 1914, won the play-off here to-day for the Metropolitan open golf title, defeating James M. Barnes of White-mass by one stroke and Charles Hoffer of Philmont by three strokes. Hagen's score for the eighteen holes was 74, against 75 for Barnes and 77 for Hoffer.

Jim Barnes, one of the longest drivers in the game, was practically excluded out of the title. After leading for the first nine holes Barnes was penalized at the tenth because his ball hit a bunker ten feet away, and, rebounding, struck him on the leg. This misfortune cost the tall Englishman the first prize. He never managed to regain this stroke.

Barnes made a gallant finish on the home green, where he sunk a 30-foot putt from behind a bunker for a great two, but it failed to overcome the penalty. To win Hagen was forced to make many sensational shots. He was especially brilliant on the fifteenth, where, after getting in trouble, he saved himself with a 15-foot putt that rolled over a series of mounds before dropping into the hole.

At the long seventeenth Hagen practically clinched the title, when he drove a 150-yard brassie shot to within ten feet of the hole. Charles Hoffer, the twenty-year old Philmont pro, who seemed like a weakling compared to his husky opponent, put up a plucky finish but was outmatched except on the greens, where he saved himself several times.

The three pros were all cautious at

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## 90 H. P. FLYING BOAT SOLD TO F. T. DAVISON

Young Aviator Gets First Unit of New Aerial Coast Patrol.

The first step toward establishing an aerial coast patrol for this country was taken to-day when F. T. Davison acquired a ninety horse-power Curtiss flying boat, according to an announcement issued by the Aero Club of America. Robert Lovett, Alvin Ames, H. B. Sturtevant, G. D. Winan and Mr. Davison reported at the Wampanoag Aviation School, Port Washington, L. I., to begin training as aviators.

The unit is to contain twelve men, four to act as pilots, four as observers and four as anti-aircraft gun men. Two experts in wireless telegraphy also will be added. The full equipment of the body is to include four seaplanes and a complement of motorboats and automobiles for anti-aircraft work.

President Wilson and the War and Navy Departments have given their consent to a plan for a coast patrol worked out by the Aero Club and a bill appropriating \$1,500,000 for its maintenance was introduced in the Senate a few days ago.

## COOL SPELL TO STAY, MAYBE

Good weather will be the rule here for the next forty days if there is anything in the old adage about to-day.—St. Swin's Day—furnishing an index to the brand of weather that may be expected for that period. There was no rain in sight, according to the official forecast. A continuance of the pleasant weather is promised for to-morrow, with a temperature that is not expected to go much above the 80 mark. The humidity today was lower than at any time during the week.

## 139 FACED FIRE ON U. S. COLLIER HIT BY 120-MILE GALE

Marines and Crew of Hector Fight Flames and Storm for Six Hours at Sea.

ALL ABOARD ARE SAVED.

Capt. Newell With Some of His Men Sticks to Ship Until She Breaks in Two.

CHARLESTON, S. C., July 15.—Tales of the losing fight of the naval collier Hector against a gale which blew from 110 to 120 miles an hour, great seas, and disabled engines and the daring rescue of 101 men by the tug Wellington, were brought here to-day by the first survivors to land. The Wellington, storm-battered, worked for six hours taking off the crew and sixty marines which the Hector was taking from Port Royal to Guantanamo. Capt. Joseph Newell of the Hector, and thirty-six men were taken off later by the steamer Cypruss and the wrecked Hector was left to her fate, seven miles northeast of Cape Romano gas buoy. No member of the ship's company was lost, but four were hurt.

The Hector left Charleston Light-ship Wednesday, Thursday morning at about 4 o'clock she ran into the worst of the hurricane sweeping up the coast. Huge waves broke over the vessel and poured down the hatchways, flooding the holds and disabling the engines. When she was unable to make way wireless calls for help were sent out.

As the big collier rolled at the mercy of the wind, which was driving her toward Cape Romano, fire broke out in the hold. They did not gain headway, but added to the terror of those aboard.

The Wellington reached the collier at 1 o'clock Friday afternoon, about one hour after the Hector had grounded fourteen miles northeast of Cape Romano. The Hector's launch had been disabled by the storm, but a small boat with a line put out and succeeded in reaching the Wellington. The dangerous work of transferring the men was immediately started and continued for six hours.

Capt. Newell with a group of his men elected to remain on the forward part of the Hector, which then had almost parted at about midships. The Wellington started for this port as the Cypruss set out to take off Capt. Newell and the others, as it seemed certain there was no chance to save the collier. At 8 o'clock last night Capt. Newell and his men who remained with him were forced to leave the Hector.

There were five men aboard each of two barges which the Wellington lost while trying to tow them from Philadelphia to Jacksonville. The Wellington left to-day to search for them.

WASHINGTON, July 15.—A radio-gram received at the Navy Department from Commander Bryan of the Charleston Navy Yard this forenoon said that all the marines and crew who were on the wrecked U. S. collier Hector were saved. Three men were injured.

## BRITISH TROOPS MOWED DOWN IN RUSH AGAINST MACHINE GUNS

MRS. HUGHES TO JOIN HUSBAND'S CAMPAIGN TRIP TO THE WEST



Private Car for Nominee's Party and Another for Newspaper Men Planned.

BRIDGEHAMPTON, L. I., July 15.—Mrs. Hughes will accompany her husband when the Republican nominee makes his trans-continental campaign trip starting Aug. 5. Further plans for the journey as announced to-day contemplate a private car for the nominee's personal party and a private car for newspapermen traveling with him—the two cars to be carried on regular trains.

So far as possible Mr. Hughes intends to pass nights in hotels in the cities he will visit. He has declined invitations of friends to visit their homes on route.

Miss Frances A. Kellow, Chairman of the Women's National Committee of the Hughes Alliance, had luncheon with Mrs. Hughes to-day.

The candidate did not visit the golf links to-day, remaining at home in his study.

## U-BOATS GET SUPPLIES FROM FLOATING DRUMS

Method Revealed When Passengers Find Crew of Italian Liner Shooting at One.

The Italian steamer Duca degli Abruzzi, which arrived here to-day, left Naples with all lights out and took a zig-zag course through the Mediterranean to avoid submarines.

On July 3, about 5 in the morning, the passengers were aroused by firing. They rushed on deck and found the crew firing from the guns mounted on the stern of the ship at a floating object, which later proved to be a huge iron drum.

Berlin War Office, in Admitting Gains by Haig's Army in Trones Wood and Elsewhere, Declares That "Tide Has Been Stemmed."

## 2,000 GERMANS CAPTURED IN THE LATEST FIGHTING

BERLIN, July 15 (via London).—The continuation of the British attack on the German lines between Pozieres and Longueval resulted in their penetrating the German lines and effecting a gain of territory, the War Office announced to-day in the following statement:

"British attacks which followed the first sanguinary repulse suffered by them north of the Somme led to heavy fighting. By his forces massed between Pozieres and Longueval, the enemy, in spite of the most severe losses, succeeded in penetrating our lines and gaining some ground. He also occupied Trones Wood.

"The attack has been stemmed, but the fighting is being continued.

"South of the Somme there was no infantry activity.

"Aside from futile actions undertaken by small British detachments east of Armentieres, in the region of Angres, in the Neuville sector and northeast of Arras, nothing of importance occurred on the rest of the front."

LONDON, July 15.—The Germans at one point have been forced back to the third line of their defense, under smashing British blows, four miles behind their original front, Gen. Haig reported to the War Office this afternoon. The official statement follows:

"All continues to go well on the British front, and at one point we forced the enemy back to his third system of defense, more than four miles to the rear of his original front trenches at Fricourt and Mametz.

"In the last twenty-four hours we have captured over 2,000 prisoners, including a regimental commander of the Third Guards Division, and the total number of prisoners taken by the British since the battle began now exceeds 10,000. Large quantities of war material also have fallen into our hands."

Special dispatches from Paris this afternoon reported that the Germans have retired on the French front, adjoining the British, to the Guillemont-Albert-Comblès Railway. The retreat was made necessary by the British advance.

## FOUR BRITISH WARSHIPS SUNK BY U-BOATS, BERLIN CLAIMS

Auxiliary Cruiser of 7,000 Tons and Three Patrol Boats Sent to the Bottom—Crews Captured.

BERLIN, July 15 (by wireless to Sayville).—The Admiralty announced to-day that on July 11 a German submarine sank a British auxiliary cruiser and three patrol boats. The text of the statement follows:

"On July 11 a German submarine destroyed in the North Sea a British auxiliary cruiser of about 7,000 tons.

"On the same day German submarines off the British coast sank three British patrol boats. The crews were captured and one cannon was taken."

## U-BOAT'S CREW GETS A BRITISH BREAKFAST

Find Men on Trawler Eating a Meal and Take All the Food.

of a German submarine which sank the trawler Bute early yesterday made the trawler's crew prisoners while they were at breakfast.

The Germans then ate the breakfast themselves, carried off all other supplies, placed the crew in boats and sank the ship with bombs. The Bute's crew reached the Tyne to-day.

HULL, England, July 15.—The crew